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**SUPPLEMENT**

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1. The Yugoslav Army Traffic Administration (Saobraćajna Uprava) is under the control of the Ministry of National Defense and subordinate to Rear Headquarters. Its main offices are located in Belgrade at the intersection of Nemanjina and Milosa Velikog Streets.
2. According to an agreement between the Ministry of Communications and the Ministry of National Defense (dated mid-1946), travel fares of military personnel are chargeable against regular funds of the Ministry of Defense with a 50 per cent reduction from normal tariffs. The Traffic Administration was set up to control and implement the provisions of this agreement.
3. The sections of Traffic Administration are the following:
  - a. Railroad and Waterways Branch
  - b. Automotive Branch
  - c. Financial Section
  - d. Personnel Section
4. The following are officials of the Traffic Administration:

Chief of Administration	Col. Djoka Ivanovic (CP member)
Chief of Railroad and Waterways Branch	Lt. Col. Mihailo Skanduc (CP member)
Chief of Automotive Branch	Lt. Col. Velimirovic
Officers of Railroad and Waterways Branch	Capt. Rade Tomicevic (CP member) Capt. Blagoje Ilic Lt. Viktor Mirolid (CP member) Lt. Nikola Vukosovic 2nd Lt. Karol Modoc (CP member) 2nd Lt. Sreten Varadjanin (CP member) 2nd Lt. Marko Vojvodic

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**CLASSIFICATION**

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NO CHANGE in Class.

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RAILROAD AND WATERWAYS BRANCH

5. This Branch is composed of a chief and 22 control officers. Its basic duties are the control of transportation of military personnel and military supplies, and it is comprised of two sections: the Credit and Traffic Sections. The following administrative functions are performed:
  - a. Checking of freight waybills and passenger tickets received from various army units to certify that mileage and price tariffs have been correctly computed.
  - b. Control of all military transportation by rail, waterways and motor transport.
  - c. Supervision at railroad terminals and stations of large-scale troop movements and of transports connected with military parades and celebrations.
  - d. Distribution of proper printed forms every three months for use by all army units.
6. During 1947, lectures were held for personnel twice a week covering organization of traffic, military code, land surveying and identification of printed forms used in military establishments and units. Lectures were supplemented by practical application: officers were assigned to railroad stations where they learned the rules and procedures practiced by railroad communication services and methods employed in handling traffic. Theory lectures were delivered by officers of the Traffic Administration and of the Ministry of National Defense.
7. It has been decided to reorganize the branch in the following way:
  - a. Transfer from the Branch and attach to each army two or three officers on permanent assignment.
  - b. Set up within each army a Traffic Section whose operations shall develop according to the methods established by the Traffic Administration.
  - c. Leave with the Branch only six or eight officers who will be responsible for central and final checking of waybills and tickets before their presentation to the Financial Section.

Automotive Branch

8. This Branch is sub-divided into several sections, among which are the Permanent Repair and Emergency Repair Sections. The Branch supervises short-distance motor-vehicle transportation of troops and military supplies. Long-distance hauling by truck is used only as a last resort.
9. The Branch supervises a fleet of mobile workshops and the motor pool of Rear Headquarters located on the outskirts of Belgrade. Motor transport of troops and supplies is effected by vehicles of the Rear Headquarters motor pool (or "fleet") and by vehicles belonging to state-owned and operated motor vehicle enterprises. There are 45 of these enterprises in Yugoslavia. When the need arises, the Traffic Administration sends an order to the Central Automobile Administration of the federal republic concerned, calling for a specific number of vehicles to be placed at its disposal. Early in 1947 the Traffic Administration received a sizeable shipment of Skoda vehicles from Czechoslovakia which was evenly distributed among all armies and Ministry of National Defense branches.

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10. The Automotive Branch has been conducting a series of lectures twice a week for its officers covering:
  - a. Methods used in motor vehicle transportation
  - b. Land survey, organization of traffic, and military code
  - c. Use of printed forms designed for transportation routine, maintenance, repair, et cetera.
  - d. Practical on-the-job training

MILITARY DELEGATION TO MINISTRY OF COMMUNICATIONS

11. A body of three or four officers representing the Ministry of National Defense is attached for liaison duties to the Ministry of Communications. This military delegation has its offices in the building occupied by the Ministry of Communications. The delegation is responsible for keeping records of military transports of major importance, making up military trains, and working out traffic diagrams for military transports. All officers of the delegation are 1941 Partisan fighters, and all are Communist Party members. The Traffic Administration works closely through this group.

POLITICAL ORGANIZATION

12. The Communist Party within the Traffic Administration is organized along the usual lines adopted for every institution and unit. The whole Administration is organized upon a network of Communist Party cells which in turn operate their own "circles". The central cell, or Communist Party Committee, composed of the subordinate cells numbers over 100 members. The secretary of the central cell holds the rank of major, issues directives to the secretaries of the subordinate cells, and is himself responsible to the Political Branch of the Yugoslav Armed Forces.

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